



The court having, by the authority of the Navy Department, occupied rooms Nos. 9 and 10, McLean building, No. 1517 H street, N. W., Washington, D. C., while deliberating upon its proceedings, and the members thereof having assembled at the Mendon Inn, May 21, with the exception of Sundays and holidays, and having concluded the investigation, reports its proceedings and the testimony taken with a full and detailed statement of all the pertinent facts which it deems to be established, together with its opinion and recommendation in the premises.

Facts: The "Flying Squadron," consisting of the Brooklyn, Massachusetts, Texas and Scorpion, under the command of Commodore W. S. Schley, U. S. N., sailed from Key West about 8 a.m. of May 19, 1898, with orders from the Navy Department and from the commander-in-chief of the North Atlantic station to proceed with dispatch (timings) to Cienfuegos to capture or destroy, if possible, or to blockade him so as to make the blockade as close as possible.

The "Flying Squadron" arrived off Cienfuegos on the morning of May 22 and established a blockade. During the day, the ships lay off the port at various distances in no particular order. At night they formed in column of vessels, headed off shore, and moved at only sufficient speed for keeping positions. The small vessels performed picket duty in shore of the large ships.

Commodore Schley did not proceed with a block that port as close as possible. At 10 a.m., May 22, the Donon arrived at Cienfuegos with a dispatch from the commander-in-chief, dated May 20, 1898, which informed Commodore Schley of the probability of the Spanish squadron being in Santiago de Cuba, and ordered him to hold Cienfuegos until the receipt of more positive information.

At 1:30 p.m., May 22, the Iowa arrived at Cienfuegos, and at 7 p.m. of the same date the Scorpion left Cienfuegos for Santiago.

At 8:15 a.m. of May 23, Commodore Schley received by the dispatch vessel Sire the following dispatch and memorandum from the commander-in-chief:

Dispatch (No. 8) date Key West, May 21, 1898, which stated that the Spanish squadron was probably at Santiago, and ordered Commodore Schley, if he were satisfied that the Spanish squadron was not at Cienfuegos, to proceed with all dispatch, but cautiously, to Santiago de Cuba, and if the enemy were there, blockade him in that port.

A memorandum dated off Havana, May 21, 1898, which directed Commodore Schley to mask his movements in leaving Cienfuegos.

A memorandum which stated that a good landing place had been found by Commander McCalla, thirteen and one-half miles west of Savanilla Point; that the Cuban had perfect knowledge of what was on within Cienfuegos; that the Cuban forces in the San Juan Mountains controlled the railway between Cienfuegos and Triplidio, and that there were fair roads from the landing places to Cienfuegos.

At 8:30 a.m., May 22, the Castine and the collier Merrimac arrived at Cienfuegos.

At noon, on the same date, the British steamer Adula was permitted to go into Cienfuegos.

At 7 a.m., May 24, the Marblehead, Vixen and Eagle arrived at Cienfuegos. About 10 a.m., the Marblehead and Eagle, proceeding to the landing place thirteen and one-half miles west of Savanilla Point, communicated with the insurgen, laid to shore for them, learned that the Spanish squadron was not in the harbor at Cienfuegos, rejoined the squadron at 3:30 p.m. and reported to Commodore Schley the information obtained.

After the receipt of this information Commodore Schley wrote a dispatch to the commander-in-chief, in which he stated: "I shall move eastward tomorrow." He also wrote a dispatch to the commandant of the naval base at Key West, in which he stated: "As it is found impracticable to coal the Texas from the collier, where there is so much swell, I shall proceed tomorrow off Santiago de Cuba, being embarrassed, however, by the Texas's short coal supply and her inability to coal in the open sea. I shall not be able to remain on that port on account of general port coal supply of squadron, so will proceed to the vicinity of St. Nicholas Mole, where the water is smooth and I can coal the Texas and other ships with what may remain in collier."

No work was, apparently, in progress on the fortifications of Cienfuegos while Commodore Schley was off that port.

No efforts were made by Commodore Schley to communicate with the insurgen, to discover whether the Spanish squadron was in the harbor of Cienfuegos prior to the morning of May 24.

Signal lights were displayed on shore at night, May 22 and May 23, but Commodore Schley had no information which enabled him to interpret them.

Before sailing from Cienfuegos, Commodore Schley received reliable information that ships could be coaled in the vicinity of Cape Cruz and Gonales Channel.

**SAILS FROM CIENFUEGOS.**

The "Flying Squadron," with the exception of the Castine, sailed from Cienfuegos about 4 p.m. of May 24, the heavy ships in column of vessels, the light ships on the right flank and the collier Merrimac on the left flank. At 10:30 a.m. of May 25, the light vessels were shifted to the port beam and the collier to the starboard beam. Before midnight of May 24, owing to the heavy rolling, the forward compartment of the Eagle filled with water, which rendered her speedless.

On May 25 the wind was fresh from the eastward, the weather was bad, and the sea was heavy for small vessels. The squadron reduced its speed to 10 knots to improve the weather.

On May 26 the weather improved, the wind veered to the west and became light and the sea moderate. At 10:30 p.m., Commodore Schley sent the Eagle to Port Antonio to coal, and then to return to Key West. At noon of May 27 the Eagle was unable to coal in the harbor, so the squadron stopped twenty-two miles to the southward of Port of Santiago, and was joined by the scouts Merrimac and St. Paul.

**NO POSITIVE INFORMATION.**

The commanding officer of the St. Paul visited the flagship in obedience to signal, and took with him a Cuban, pilot, and had a conversation with Commodore Schley. Commodore Schley had no conversation with the senior

commanding officer of the scouts, and obtained no positive information from squadrons regarding the Spanish squadron.

At 7:45 p.m., May 26, Commodore Schley changed the course of the "Flying Squadron" to the westward, and signaled to his squadron to remain and not to cross the north side of Cuba and the Yucatan channel, as soon as collier is ready; speed, nine knots." The squadron proceeded westward eighteen miles; stopped at 11:15 p.m. (the tow lines of the collier having passed), drifted to 40° 40' N. Lat., 27° 30' W. Long., in westward course for twenty-three miles; stopped again at 1:15 p.m. and drifted until 1 p.m. of May 27.

**DEPARTMENT ORDERS.**

At 9:30 a.m., May 27, the Harvard had the "Flying Squadron," and had commanding officer delivered to Commodore Schley the following dispatch, dated May 25, addressed by the department: "The yard arm is to be hoisted on the ship the Brooklyn to the westward in succession to the westward, and took a course nearly parallel to the line of vessels.

The Brooklyn stood toward the Spanish vessels with warning to head about southwest by south, and the Spanish vessels, therefore, steaming out until clear of the shoal to the westward, were obliged to head directly for the position of the Brooklyn. When the Brooklyn turned to the westward, the Terceo was to the westward, and the Terceo, with his helm half astern, and continued so to the turn until he headed to the westward, parallel to the course of the Spanish ships. The commanding officer of the Brooklyn put the helm astern, and almost at the same time the Terceo, and the Harvard.

"Hard a-port," ordered Schley.

When the Brooklyn's helm was put hard aport, the Terceo was about three hundred yards to the eastward. The Terceo was to the westward of the Vizcaya. The Colon was to the eastward of the Terceo, and the Colon was to the eastward of the Vizcaya. W. here the Brooklyn completed the turn, and was heading to the westward, parallel to the course of the Spanish ships.

The Terceo, with his helm half astern, and the Harvard, and the Vizcaya and the Colon were about twenty-four hundred yards to the northward and westward of the Brooklyn.

The turn of the Brooklyn was toward the Texas, which will be to the eastward of the Vizcaya.

The Texas stopped and backed her engines.

**TALK WITH HODGSON.**

On June 5, 1898, about the time the Brooklyn began to turn to starboard, a conversation regarding the proximity of the Texas took place between Commodore Schley and Lieut. A. C. Hodgson.

Admiral Schley caused to be published in a daily paper a letter addressed to him by Lieut.-Commander A. C. Hodgson, dated June 11, 1898, in which Lieutenant-Commander Hodgson said: "The colloquy published in the New Sun and alleged to have taken place between you and me on the day of the battle of Santiago is a total variance with the opinions of the court, and this will not be an impediment to the recovery of the commandant of the Brooklyn to fight it to a finish."

**OPINION.**

The turn of the Brooklyn to starboard was made to avoid getting herself in dangerous proximity to the Spanish vessels. The turn was made toward the Texas and caused that vessel to stop and back her engines to avoid possible collision.

Admiral Schley did injustice to Lieutenant-Commander A. C. Hodgson in publishing only a portion of the correspondence which passed between them.

Commodore Schley's conduct in connection with the events of the Santiago campaign prior to June 1, 1898, was characterized as vacillation, dilatoriness and lack of decisiveness.

His official reports regarding the coal supply, and the coaling facilities of the "Flying Squadron" were inaccurate and misleading.

He ordered during the battle of July 3 was self-possessed, and he encouraged, in his own person, his subordinate officers and men to fight courageously.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.

At that date the "Flying Squadron" was accompanied by the collier Merrimac, containing 4500 tons of coal. The amount of coal required to completely fill the coal bunkers of all of the vessels of the "Flying Squadron" on this same date was 700 tons.

The conditions of wind, sea and weather from noon on May 26 to June 1 were favorable for taking coal from a collier at sea off Santiago de Cuba.

The Brooklyn, for 11½ days; Iowa, 7½ days; Massachusetts, 10 days; Texas, 10½ days; Marblehead, 5½ days; Vixen, 10 days, or to the remainder of the coal due off Santiago de Cuba. The Brooklyn, for 28 days; Iowa, 16 days; Massachusetts, 20 days; Texas, 10 days; Marblehead, 5 days; Vixen, 22 days, and then steam to Gonales, Hayti, or to Cape Cruz, Cuba, to go to sea.</p





SPORTING RECORD.

TRACK TEAM  
TO GO EAST.Plans for Berkeley  
Athletes Complete.First Meeting to Be  
With Princeton.Races at Oakland and Crec-  
cent City—Le Prince, Jr.,  
Dies of Drowsy.

BY DIRECT WIRE TO THE TIMES.

SAN FRANCISCO, Dec. 13.—[Exclusive Dispatch.] The manager of the University of California track team has completed plans for the eastern campaign of the team next spring. Definite arrangements have been made between California and Princeton for a contest, the provisional date being May 24. Efforts will probably be made to arrange meets with Harvard and Yale also.

The Californians are to take part in the intercollegiate championship at the Mott Haven games, and the championship of the West at the Western Intercollegiate Field Day.

The following are practically certain to be on the team that California is to send East: Alfred D. Play, weight; Edward M. Hussey, broad jump; Anthony G. Cadogan, sprints; Roy R. Service, distances; William G. Powell, hurdles, and A. M. Cooley, high jump and hurdles; Check, hurdles. Service, Play and Cadogan are dangerous men in any company, while the others are all good. Service has done the half mile in 1:56 and a fraction.

LONG-PRICED HORSES  
SHOWED IN FRONT.KATIE WALCOTT OPENS PROCEED-  
INGS AT FIFTEEN TO ONE.Vantine Closes the Day With a Ten-  
to-one Victory After a Bad Start—  
Imp. Royal Flush Strikes a Soft Spot—  
Princess Titania a Winner.

BY THE NEW ASSOCIATED PRESS—P.M.

SAN FRANCISCO, Dec. 13.—Long-  
priced horses were in evidence again at Oaklawn today. Katie Walcott openedproceedings by winning at odds of 15 to 1, and Valentine, a 10-to-1 chance, won the last event. This race was marred by a bad start. Gibraltar and Coming Event were left, while King Dells and Dangerous Maid got away very poorly. Imp. Royal Flush struck a soft spot in the mile race, and won easily from Redfields. Princess Titania, carried by light impost to victory in the hand-  
set, beat Frank Bell and P.M. Kanell. Sister Jeanie and Royal Flush were the only favorites to land. The stewards and L. Jackson for rough riding on the track yesterday.Future course, set aside, Katie Wal-  
cott, 115 (Mounce), 15 to 1, won; Dawson, 97 (Redfern), 12 to 1, second; Al-  
lison, 113 (McCarthy), 4 to 1, third; Dawson, 111 (Conroy), 4 to 1, third; Courte, Nonie B., Rosy Lee, Lydia, FAVORITO, Fridolin, Frank, Daffy, Dandee, Meadow Lark and Gandy also ran.Future course, purse: Sister Jeanie, 113 (Conroy), 9 to 5; Nonie L. The Giver, 113 (Bensch), 15 to 1, second; San-  
dow, 112 (O'Connor), 15 to 5, third; time 1:12.

Dawson, 97 (Fiorish), Porous, Landau and Tufts also ran.

One mile, purse: Imp. Royal Flush, 122 (O'Connor), 10 to 1, won; Ruchfield, 113 (McGinn), 4 to 1, second; Goldone, 112 (Sparks), 10 to 1, third; time 1:13.

Future course, purse: Valentine, 113 (Jackson), 10 to 1, won; Dangerous Maid, 113 (Spencer), 11 to 1, second; Allie L. King, Dells, Ned Dennis, Hun-  
ter, Evanson, The Hoodoo, Gibraltar and Coming Event also ran.Dec. 13.—Long-  
priced horses were in evidence again at Oaklawn today. Katie Walcott openedproceedings by winning at odds of 15 to 1, and Valentine, a 10-to-1 chance, won the last event. This race was marred by a bad start. Gibraltar and Coming Event were left, while King Dells and Dangerous Maid got away very poorly. Imp. Royal Flush struck a soft spot in the mile race, and won easily from Redfields. Princess Titania, carried by light impost to victory in the hand-  
set, beat Frank Bell and P.M. Kanell. Sister Jeanie and Royal Flush were the only favorites to land. The stewards and L. Jackson for rough riding on the track yesterday.Future course, set aside, Katie Wal-  
cott, 115 (Mounce), 15 to 1, won; Dawson, 97 (Redfern), 12 to 1, second; Al-  
lison, 113 (McCarthy), 4 to 1, third; Dawson, 111 (Conroy), 4 to 1, third; Courte, Nonie B., Rosy Lee, Lydia, FAVORITO, Fridolin, Frank, Daffy, Dandee, Meadow Lark and Gandy also ran.Future course, purse: Sister Jeanie, 113 (Conroy), 9 to 5; Nonie L. The Giver, 113 (Bensch), 15 to 1, second; San-  
dow, 112 (O'Connor), 15 to 5, third; time 1:12.

Dawson, 97 (Fiorish), Porous, Landau and Tufts also ran.

One mile, purse: Imp. Royal Flush, 122 (O'Connor), 10 to 1, won; Ruchfield, 113 (McGinn), 4 to 1, second; Goldone, 112 (Sparks), 10 to 1, third; time 1:13.

Future course, purse: Valentine, 113 (Jackson), 10 to 1, won; Dangerous Maid, 113 (Spencer), 11 to 1, second; Allie L. King, Dells, Ned Dennis, Hun-  
ter, Evanson, The Hoodoo, Gibraltar and Coming Event also ran.Dec. 13.—Long-  
priced horses were in evidence again at Oaklawn today. Katie Walcott openedproceedings by winning at odds of 15 to 1, and Valentine, a 10-to-1 chance, won the last event. This race was marred by a bad start. Gibraltar and Coming Event were left, while King Dells and Dangerous Maid got away very poorly. Imp. Royal Flush struck a soft spot in the mile race, and won easily from Redfields. Princess Titania, carried by light impost to victory in the hand-  
set, beat Frank Bell and P.M. Kanell. Sister Jeanie and Royal Flush were the only favorites to land. The stewards and L. Jackson for rough riding on the track yesterday.Future course, set aside, Katie Wal-  
cott, 115 (Mounce), 15 to 1, won; Dawson, 97 (Redfern), 12 to 1, second; Al-  
lison, 113 (McCarthy), 4 to 1, third; Dawson, 111 (Conroy), 4 to 1, third; Courte, Nonie B., Rosy Lee, Lydia, FAVORITO, Fridolin, Frank, Daffy, Dandee, Meadow Lark and Gandy also ran.Future course, purse: Sister Jeanie, 113 (Conroy), 9 to 5; Nonie L. The Giver, 113 (Bensch), 15 to 1, second; San-  
dow, 112 (O'Connor), 15 to 5, third; time 1:12.

Dawson, 97 (Fiorish), Porous, Landau and Tufts also ran.

One mile, purse: Imp. Royal Flush, 122 (O'Connor), 10 to 1, won; Ruchfield, 113 (McGinn), 4 to 1, second; Goldone, 112 (Sparks), 10 to 1, third; time 1:13.

Future course, purse: Valentine, 113 (Jackson), 10 to 1, won; Dangerous Maid, 113 (Spencer), 11 to 1, second; Allie L. King, Dells, Ned Dennis, Hun-  
ter, Evanson, The Hoodoo, Gibraltar and Coming Event also ran.Dec. 13.—Long-  
priced horses were in evidence again at Oaklawn today. Katie Walcott openedproceedings by winning at odds of 15 to 1, and Valentine, a 10-to-1 chance, won the last event. This race was marred by a bad start. Gibraltar and Coming Event were left, while King Dells and Dangerous Maid got away very poorly. Imp. Royal Flush struck a soft spot in the mile race, and won easily from Redfields. Princess Titania, carried by light impost to victory in the hand-  
set, beat Frank Bell and P.M. Kanell. Sister Jeanie and Royal Flush were the only favorites to land. The stewards and L. Jackson for rough riding on the track yesterday.Future course, set aside, Katie Wal-  
cott, 115 (Mounce), 15 to 1, won; Dawson, 97 (Redfern), 12 to 1, second; Al-  
lison, 113 (McCarthy), 4 to 1, third; Dawson, 111 (Conroy), 4 to 1, third; Courte, Nonie B., Rosy Lee, Lydia, FAVORITO, Fridolin, Frank, Daffy, Dandee, Meadow Lark and Gandy also ran.Future course, purse: Sister Jeanie, 113 (Conroy), 9 to 5; Nonie L. The Giver, 113 (Bensch), 15 to 1, second; San-  
dow, 112 (O'Connor), 15 to 5, third; time 1:12.

Dawson, 97 (Fiorish), Porous, Landau and Tufts also ran.

One mile, purse: Imp. Royal Flush, 122 (O'Connor), 10 to 1, won; Ruchfield, 113 (McGinn), 4 to 1, second; Goldone, 112 (Sparks), 10 to 1, third; time 1:13.

Future course, purse: Valentine, 113 (Jackson), 10 to 1, won; Dangerous Maid, 113 (Spencer), 11 to 1, second; Allie L. King, Dells, Ned Dennis, Hun-  
ter, Evanson, The Hoodoo, Gibraltar and Coming Event also ran.Dec. 13.—Long-  
priced horses were in evidence again at Oaklawn today. Katie Walcott openedproceedings by winning at odds of 15 to 1, and Valentine, a 10-to-1 chance, won the last event. This race was marred by a bad start. Gibraltar and Coming Event were left, while King Dells and Dangerous Maid got away very poorly. Imp. Royal Flush struck a soft spot in the mile race, and won easily from Redfields. Princess Titania, carried by light impost to victory in the hand-  
set, beat Frank Bell and P.M. Kanell. Sister Jeanie and Royal Flush were the only favorites to land. The stewards and L. Jackson for rough riding on the track yesterday.Future course, set aside, Katie Wal-  
cott, 115 (Mounce), 15 to 1, won; Dawson, 97 (Redfern), 12 to 1, second; Al-  
lison, 113 (McCarthy), 4 to 1, third; Dawson, 111 (Conroy), 4 to 1, third; Courte, Nonie B., Rosy Lee, Lydia, FAVORITO, Fridolin, Frank, Daffy, Dandee, Meadow Lark and Gandy also ran.Future course, purse: Sister Jeanie, 113 (Conroy), 9 to 5; Nonie L. The Giver, 113 (Bensch), 15 to 1, second; San-  
dow, 112 (O'Connor), 15 to 5, third; time 1:12.

Dawson, 97 (Fiorish), Porous, Landau and Tufts also ran.

One mile, purse: Imp. Royal Flush, 122 (O'Connor), 10 to 1, won; Ruchfield, 113 (McGinn), 4 to 1, second; Goldone, 112 (Sparks), 10 to 1, third; time 1:13.

Future course, purse: Valentine, 113 (Jackson), 10 to 1, won; Dangerous Maid, 113 (Spencer), 11 to 1, second; Allie L. King, Dells, Ned Dennis, Hun-  
ter, Evanson, The Hoodoo, Gibraltar and Coming Event also ran.Dec. 13.—Long-  
priced horses were in evidence again at Oaklawn today. Katie Walcott openedproceedings by winning at odds of 15 to 1, and Valentine, a 10-to-1 chance, won the last event. This race was marred by a bad start. Gibraltar and Coming Event were left, while King Dells and Dangerous Maid got away very poorly. Imp. Royal Flush struck a soft spot in the mile race, and won easily from Redfields. Princess Titania, carried by light impost to victory in the hand-  
set, beat Frank Bell and P.M. Kanell. Sister Jeanie and Royal Flush were the only favorites to land. The stewards and L. Jackson for rough riding on the track yesterday.Future course, set aside, Katie Wal-  
cott, 115 (Mounce), 15 to 1, won; Dawson, 97 (Redfern), 12 to 1, second; Al-  
lison, 113 (McCarthy), 4 to 1, third; Dawson, 111 (Conroy), 4 to 1, third; Courte, Nonie B., Rosy Lee, Lydia, FAVORITO, Fridolin, Frank, Daffy, Dandee, Meadow Lark and Gandy also ran.Future course, purse: Sister Jeanie, 113 (Conroy), 9 to 5; Nonie L. The Giver, 113 (Bensch), 15 to 1, second; San-  
dow, 112 (O'Connor), 15 to 5, third; time 1:12.

Dawson, 97 (Fiorish), Porous, Landau and Tufts also ran.

One mile, purse: Imp. Royal Flush, 122 (O'Connor), 10 to 1, won; Ruchfield, 113 (McGinn), 4 to 1, second; Goldone, 112 (Sparks), 10 to 1, third; time 1:13.

Future course, purse: Valentine, 113 (Jackson), 10 to 1, won; Dangerous Maid, 113 (Spencer), 11 to 1, second; Allie L. King, Dells, Ned Dennis, Hun-  
ter, Evanson, The Hoodoo, Gibraltar and Coming Event also ran.Dec. 13.—Long-  
priced horses were in evidence again at Oaklawn today. Katie Walcott openedproceedings by winning at odds of 15 to 1, and Valentine, a 10-to-1 chance, won the last event. This race was marred by a bad start. Gibraltar and Coming Event were left, while King Dells and Dangerous Maid got away very poorly. Imp. Royal Flush struck a soft spot in the mile race, and won easily from Redfields. Princess Titania, carried by light impost to victory in the hand-  
set, beat Frank Bell and P.M. Kanell. Sister Jeanie and Royal Flush were the only favorites to land. The stewards and L. Jackson for rough riding on the track yesterday.Future course, set aside, Katie Wal-  
cott, 115 (Mounce), 15 to 1, won; Dawson, 97 (Redfern), 12 to 1, second; Al-  
lison, 113 (McCarthy), 4 to 1, third; Dawson, 111 (Conroy), 4 to 1, third; Courte, Nonie B., Rosy Lee, Lydia, FAVORITO, Fridolin, Frank, Daffy, Dandee, Meadow Lark and Gandy also ran.Future course, purse: Sister Jeanie, 113 (Conroy), 9 to 5; Nonie L. The Giver, 113 (Bensch), 15 to 1, second; San-  
dow, 112 (O'Connor), 15 to 5, third; time 1:12.

Dawson, 97 (Fiorish), Porous, Landau and Tufts also ran.

One mile, purse: Imp. Royal Flush, 122 (O'Connor), 10 to 1, won; Ruchfield, 113 (McGinn), 4 to 1, second; Goldone, 112 (Sparks), 10 to 1, third; time 1:13.

Future course, purse: Valentine, 113 (Jackson), 10 to 1, won; Dangerous Maid, 113 (Spencer), 11 to 1, second; Allie L. King, Dells, Ned Dennis, Hun-  
ter, Evanson, The Hoodoo, Gibraltar and Coming Event also ran.Dec. 13.—Long-  
priced horses were in evidence again at Oaklawn today. Katie Walcott openedproceedings by winning at odds of 15 to 1, and Valentine, a 10-to-1 chance, won the last event. This race was marred by a bad start. Gibraltar and Coming Event were left, while King Dells and Dangerous Maid got away very poorly. Imp. Royal Flush struck a soft spot in the mile race, and won easily from Redfields. Princess Titania, carried by light impost to victory in the hand-  
set, beat Frank Bell and P.M. Kanell. Sister Jeanie and Royal Flush were the only favorites to land. The stewards and L. Jackson for rough riding on the track yesterday.Future course, set aside, Katie Wal-  
cott, 115 (Mounce), 15 to 1, won; Dawson, 97 (Redfern), 12 to 1, second; Al-  
lison, 113 (McCarthy), 4 to 1, third; Dawson, 111 (Conroy), 4 to 1, third; Courte, Nonie B., Rosy Lee, Lydia, FAVORITO, Fridolin, Frank, Daffy, Dandee, Meadow Lark and Gandy also ran.Future course, purse: Sister Jeanie, 113 (Conroy), 9 to 5; Nonie L. The Giver, 113 (Bensch), 15 to 1, second; San-  
dow, 112 (O'Connor), 15 to 5, third; time 1:12.

Dawson, 97 (Fiorish), Porous, Landau and Tufts also ran.

One mile, purse: Imp. Royal Flush, 122 (O'Connor), 10 to 1, won; Ruchfield, 113 (McGinn), 4 to 1, second; Goldone, 112 (Sparks), 10 to 1, third; time 1:13.

Future course, purse: Valentine, 113 (Jackson), 10 to 1, won; Dangerous Maid, 113 (Spencer), 11 to 1, second; Allie L. King, Dells, Ned Dennis, Hun-  
ter, Evanson, The Hoodoo, Gibraltar and Coming Event also ran.Dec. 13.—Long-  
priced horses were in evidence again at Oaklawn today. Katie Walcott openedproceedings by winning at odds of 15 to 1, and Valentine, a 10-to-1 chance, won the last event. This race was marred by a bad start. Gibraltar and Coming Event were left, while King Dells and Dangerous Maid got away very poorly. Imp. Royal Flush struck a soft spot in the mile race, and won easily from Redfields. Princess Titania, carried by light impost to victory in the hand-  
set, beat Frank Bell and P.M. Kanell. Sister Jeanie and Royal Flush were the only favorites to land. The stewards and L. Jackson for rough riding on the track yesterday.Future course, set aside, Katie Wal-  
cott, 115 (Mounce), 15 to 1, won; Dawson, 97 (Redfern), 12 to 1, second; Al-  
lison, 113 (McCarthy), 4 to 1, third; Dawson, 111 (Conroy), 4 to 1, third; Courte, Nonie B., Rosy Lee, Lydia, FAVORITO, Fridolin, Frank, Daffy, Dandee, Meadow Lark and Gandy also ran.Future course, purse: Sister Jeanie, 113 (Conroy), 9 to 5; Nonie L. The Giver, 113 (Bensch), 15 to 1, second; San-  
dow, 112 (O'Connor), 15 to 5, third; time 1:12.

Dawson, 97 (Fiorish), Porous, Landau and Tufts also ran.

One mile, purse: Imp. Royal Flush, 122 (O'Connor), 10 to 1, won; Ruchfield, 113 (McGinn), 4 to 1, second; Goldone, 112 (Sparks), 10 to 1, third; time 1:13.

Future course, purse: Valentine, 113 (Jackson), 10 to 1, won; Dangerous Maid, 113 (Spencer), 11 to 1, second; Allie L. King, Dells, Ned Dennis, Hun-  
ter, Evanson, The Hoodoo, Gibraltar and Coming Event also ran.Dec. 13.—Long-  
priced horses were in evidence again at Oaklawn today. Katie Walcott openedproceedings by winning at odds of 15 to 1, and Valentine, a 10-to-1 chance, won the last event. This race was marred by a bad start. Gibraltar and Coming Event were left, while King Dells and Dangerous Maid got away very poorly. Imp. Royal Flush struck a soft spot in the mile race, and won easily from Redfields. Princess Titania, carried by light impost to victory in the hand-  
set, beat Frank Bell and P.M. Kanell. Sister Jeanie and Royal Flush were the only favorites to land. The stewards and L. Jackson for rough riding on the track yesterday.









## THE PUBLIC SERVICE—OFFICIAL DOINGS.

## SUMMARY OF THE DAY.

A hearing regarding the blanket-franchise application of the Los Angeles Railway Company was given by the Board of Public Works yesterday afternoon. Three protests were approved and the rest of the application was taken under consideration for one week, when there will be another hearing.

The Fire Commission yesterday took no action regarding the alteration between Secretaries Burns and Capt. Lennox, which occurred on Thursday night, and because of which it was thought that Capt. Lennox would be suspended or reprimanded.

City Attorney Mathews and City Treasurer Workman left for New York on the Santa Fe overland last night.

Testimony in the Bohm habeas corpus proceeding began yesterday after two days of technical legal preliminaries.

Allan Watson, colored, was acquitted yesterday of involuntary manslaughter for the accidental killing of little Norman Campbell in this city last October.

## AT THE CITY HALL.

## BLANKET FRANCHISE UNDER CONSIDERATION.

## "BILLY" DUNN DECLARES THERE'S NO RUSH ABOUT IT.

Board of Public Works Upholds Some Protests Against Franchise Routes—Alvarado, Tenth and Figueroa Streets Cut Out—Petitions on Route.

On behalf of the Los Angeles Railway Company, Attorney W. E. Dunn stated before the Board of Public Works yesterday that he wishes the Council to take plenty of time to investigate the franchise applications of the company before final action is taken. Dunn repeated his statement that he does not wish to ask concessions that are opposed by the Councilmen, and that where there is objection to the route he desires a careful investigation.

"The Pacific Electric Railway Company was anxious to have its applications granted at once," declared Dunn yesterday, "because the franchises are for lines that the company intends to build immediately. There was no objection to the majority of the routes on the part of the people, and for that reason we were in a hurry to have the matter closed by the Council, and the franchises offered for sale as soon as possible.

"With the franchise applications of the Los Angeles Railway Company the case is not so pressing. I want the board to take all the time necessary to investigate thoroughly, and for that reason have no objection to a postponement of the hearing for one or two weeks." While Dunn did not wish to be put in the position of delaying action on the applications, it is willing that action shall be postponed for as long a time as is desired by this board for investigation.

Attorney Dunn was again the principal figure at the session of the Board of Public Works yesterday. His speech was highly conciliatory, and was made with the hope of stilling the various storms that have been caused by the blanket-franchise application. Delay is also desired by the company to enable the solicitors that have been securing the route of the southwest section to complete the petitions on which they are at work.

Attorney Bacon, it seems, has been put in charge of securing the signatures on the petitions, and it is presumed that he represents the Los Angeles Railway Company in all its negotiations. He declares that it is inasmuch as some protests had been presented on Olive, Seventeenth and Twenty-second streets, he desired to secure petitions signed by property-owners on those streets. He said he had been put in charge of the petitioning, and that reason was partially completed, and for that reason were not presented at the board meeting yesterday. If the board was determined to proceed with the consideration of the franchise question, he promised to produce the petitions within the hour.

A delegation representing the congregation of Immanuel Church appeared to protest against the granting of any franchise on tenth street from Alvarado to Figueroa. As the people of Immanuel Church object, he would not press the matter. In fact, he did not know that the board could do otherwise than deny the application on that street. He said that the board would take up the matter and propose another route whereby the company could avoid the objectionable street.

After the discussion was closed, the board granted the protest of the church people, and denied the company a route along Tenth street, without suggesting any alternative. A report to this effect will be presented to the Council on Monday.

An protest against the application for a franchise on Alvarado street between Seventh and Figueroa street bore the signatures of all but two property owners on the street, this portion of the blanket-franchise was struck out without any discussion. The franchise presented by the protest amounted to 4739 feet.

"It is true," said Dunn, not at all disconcerted by the success of the protestants, "that most of the routes in the city are taken through the center of the city, where most of the people, by walking some distance, can reach a car line. We ask for these routes because of the increase in population, which always makes it advisable for streetcar companies to fit in with their franchises."

"We don't want them to fit in back of my house," declared Dr. C. B. Jackson, coming forward with a map. "There is a three-quarter mile front on my house, and I don't want another car line to run along the street back of it, just for the purpose of getting on the Traction company's track."

Dr. Jackson referred to Hoover street between Washington and Bush streets. He stated that only two blocks west is Thornton avenue, which has no car line and which taps a larger territory. The purpose of the Hoover street line, he declared, is to be on the tracks of the Traction company.

"It will ruin my home," declared the Park Commissioner with some warmth. "I am certainly entitled to a hearing before this board, and I emphatically demand that the City not accept any streetcar line on that street."

Dunn lost his temper in the discussion that followed, and assailed the motives of Dr. Dickson in coming before the board. He declared that he was there representing the Traction com-

pany in an effort to defeat the application of a rival. As surgeon of the Traction company he declared the name of Dickson should have no weight.

Then Dickson's temperature began to rise. He stated that he owns four lots that will be affected, and that as a property owner he has a perfect right to be before the board and protest. "Billy" Dunn to the contrary notwithstanding.

"I demand that this board protect me in my rights as a freeholder," declared the surgeon as he concluded his argument.

T. W. Brotherton, Esq., who was attorney for James C. Kays in his application for a franchise on West Sixth street, made statement. He said that the man behind the Kays application were able and ready to build the road, but because of complications that had arisen were forced to abandon their project. He said that he had been interested in the route owned by property owners on West Sixth street asking that line be extended into that territory. He explained that there was a road running from the west end of Temple street to the city hall at Vermont avenue, and asked that the franchise application be extended to cover that portion of the street, which did not show on the map.

"It is a relief to someone who wishes us to build more lines than we ask for," said Dunn, smiling.

"I am chiefly surprised that there is any such a street that you overlooked," declared Bowen, with a laugh.

"It was unimportant," replied Dunn. "If it had been on the map, we would have got it all right. We wanted to cover everything in the 'spook rest.'

THE TRANSFER OF BONDS.

CITY ATTORNEY MATTHEWS AND CITY TREASURER WORKMAN LEFT FOR NEW YORK, WHERE THEY EXPECT TO COMPLETE THE SALE OF THE WATER BONDS.

The application of the Asphalt Paper Pipe Company for a permit to operate an engine on Macy street, just east of Vermont, was denied. Vickrey alone, voting in favor.

THE FOLLOWING APPLICATIONS WERE REFERRED TO THE CHIEF:

George W. Hayes, gasoline engine at No. 1294 Georgia street; J. W. W. Maple avenue; Samuel Walker, portable gasoline engine to saw wood; Bert & Behnia, steam laundry, No. 2301 South Main street; John Johnson, gasoline engine, No. 3440 Wesley avenue.

THE BOARD TOOK NO ACTION, BUT POSTPONED CONSIDERATION OF THE REMAINING SECTIONS OF THE BLANKET-FRANCHISE APPLICATION UNTIL NEXT FRIDAY AT 1:30 O'CLOCK.

IT IS SAID THAT SOME OF THE COUNCILMEN ARE PREPARED TO VOTE FOR THE LINE IN THE CENTER OF THE CITY AND PARALLEL THE TRACKS OF THE TRACTION COMPANY, BUT IT IS CERTAIN THAT SUCH A FRANCHISE WILL NOT BE OFFERED FOR SALE WITHOUT A GREAT DEAL OF OPPOSITION FROM CERTAIN MEMBERS OF THE COUNCIL, WHO ARE, HOWEVER, NOT READY TO DECLARE THEMSELVES.

IT WAS DISCOVERED YESTERDAY THAT THE LOS ANGELES-PACIFIC COMPANY IS THE ONE THAT INADVERTENTLY FILED A FRANCHISE APPLICATION. MARK WITHIN THE APPLICATION BEARS THE NAME OF GEN. M. H. SHERMAN, PRESIDENT OF THE COMPANY. IT WAS NOT CONSIDERED YESTERDAY. THE ROUTE IS AS FOLLOWS: COMMENCING AT THE INTERSECTION OF HILL AND TENTH STREETS AND RUNNING SOUTH ON HILL STREET TO ELEVENTH STREET; COMMENCING AT THE INTERSECTION OF GEORGE AND SIXTEENTH STREETS AND RUNNING WEST ON SIXTEENTH STREET TO ROSEDALE CENTER; TURNING AT THE EAST LINE OF ROSEDALE CENTER; TURNING AT THE EAST END OF SCHUMACHER STREET, AND RUNNING ALONG SCHUMACHER STREET TO JASMINNE STREET.

IT WAS DECIDED TO RECOMMEND THE APPROVAL OF A FRANCHISE ON VERNON AVENUE FROM SAN JACINTO AVENUE TO SAN BERNARDINO STREET. THIS IS THE STRETCH OF STREET OVER WHICH THERE HAS BEEN SOME CONTENTION BETWEEN THE TRACTION AND LOS ANGELES RAILWAY COMPANIES.

THE LOS ANGELES RAILWAY COMPANY WAS GRANTED A STEAM-RAILROAD FRANCHISE OVER VERNON AVENUE BY THE COUNCIL, AND THEN THE LOS ANGELES RAILWAY COMPANY ALLEGED THAT A WATER BOND WAS ISSUED TO THE TRACTION COMPANY AT THE SESSION OF THE COUNCIL ON MARCH 1.

NO CONSIDERATION WAS GIVEN TO THE PARSONS FRANCHISE, AND NO ONE APPEARED BEFORE THE BOARD TO ADVOCATE OFFERING IT FOR SALE. THE ROUTE IS PRACTICALLY COVERED BY THE APPLICATION OF THE PACIFIC ELECTRIC RAILWAY COMPANY, WHICH HAS BEEN GRANTED BY THE COUNCIL.

PROCEEDINGS FOR THE IMPROVEMENT OF GRAND AVENUE WERE STAYED, PENDING THE ACTION OF THE RAILROAD COMPANY. THE BOARD, HOWEVER, AGREED TO ALLOW THE COMPANY TO PURCHASE A STRIP OF LAND ON THE EAST SIDE OF THE STREET JUST SOUTH OF JEFFERSON THAT WILL BRING THE EAST LINE OF THE STREET EVEN WITH A PROLONGATION OF THE EAST STREET LINE ABOVE.

IF THE BOARD AGREES TO THIS ARRANGEMENT AND THE PROPERTY OWNERS WILL CONTRIBUTE A PART OF THE COST, THE BOARD WILL RECOMMEND THAT A STRIP OF LAND OF EQUAL WIDTH BE PURCHASED ON THE WEST SIDE AND A DISTRICT ASSESSMENT MADE FOR THE IMPROVEMENT OF THE STREET.

THE BOARD WILL REPORT TO THE COUNCIL ON MONDAY WITH REFERENCE TO ABOUT SIXTY PETITIONS FOR STREET IMPROVEMENTS WHICH WERE CONSIDERED YESTERDAY.

THE FIRE COMMISSION.

BURNS TO BE ACTING CHIEF.

NOTHING WAS SAID AT THE MEETING OF THE FIRE COMMISSION YESTERDAY MORNING RELATIVE TO THE TROUBLE BETWEEN SECRETARY ROBERT BURNS AND CAPT. S. A. LENNOX OF THE FIRE DEPARTMENT, WHICH RESULTED IN A VIOLENT ALTERATION AT A FIRE IN A TANNIN STAND ON THURSDAY NIGHT. THE DISPUTE CAME FROM A MISUNDERSTANDING AS TO WHO WAS IN COMMAND, IT IS SAID, ALTHOUGH EYEWITNESSES STATE THAT CAPT. LENNOX WAS GRIEVOUSLY INJURED.

Chief Strohm was sick in bed from the terrible fall he received on Omar street, and the fire he received in Capt. Lennox's district. Heretofore the captain has been in charge at fires in his district. However, the Fire Commission had decided that Burns was to act as head of the department during the illness of the Capt. and his absence until Capt. Strohm is able to resume his duties or some other arrangement is made.

Burns is an energetic and able fire chief, who serves as secretary of the department, with the rank of captain. Many of his friends have urged his appointment as assistant chief, but Burns has never personally sought the position. By some it is urged that he is too young to receive an assistant chief's position of such great responsibility. Burns now has a chance to show what he can do as temporary head of the department. "Uncle Jake" Kuhrt, who is the first chief, will keep a watchful eye on the department until the chief resumes his duties.

ANNUAL REPORT FILED.

Owing to the illness of the chief, Secretary Burns presented the annual report of the department to the Fire Commission yesterday morning. It is complete with the exception of any recommendations that the chief may have in mind. These will be added later, when the chief has sufficient time to formulate them.

There were 368 alarms of fire during the year, of which forty-nine were false. Some of the causes assigned for fires are interesting. A jack o'lantern caused one and an electric fan one.

With all these preliminaries dis-

posed of the hearing was at last be-

gun.

MANDATORY GODDESS.

Meantime Miss Tingley, the official head and leader of the Universal Brotherhood, loaned her eminent and portly presence to the view of all in sight, and, like a fussy goddess, kept her little coterie of attendants dancing to her whims in the theological ecstasy.

Her right-hand man, F. M. Pierce, chief heavenly secretary, advised constantly with Mrs. Bohn's attorney regarding the circumstances surrounding the attempt to rescue her from the theological "spookers" at Point Loma.

Interesting developments are anticipated in today's proceedings.

LOVED EACH OTHER.

The first witness called to the stand yesterday afternoon was Jonathan Whittier, one of the oldest inhabitants of Whittier, who traveled from the East with the Bohn family in October last. He testified that the relation between husband and wife at that time were exceedingly pleasant and that the children were noticeably fond of both parents. Bohn on that trip, according to Whittier, spent most of his time with the children and looking after the comfort of his wife, who is quite a handsome woman.

TRIP TO "SPOOKERY."

H. S. Uley, Esq., a San Diego attorney, was the next witness, who stated that Bohn consulted him in October with reference to getting his boys out of the Point Loma homestead by process of law. Witness gave an interesting account of a trip with Bohn taken at that time to see his children in the "spook rest."

THE FOLLOWING APPLICATIONS WERE REFERRED TO THE CHIEF:

George W. Hayes, gasoline engine at No. 1294 Georgia street; J. W. W. Maple avenue; Samuel Walker, portable gasoline engine to saw wood; Bert & Behnia, steam laundry, No. 2301 South Main street; John Johnson, gasoline engine, No. 3440 Wesley avenue.

THE BOARD TOOK NO ACTION, BUT POSTPONED CONSIDERATION OF THE REMAINING SECTIONS OF THE BLANKET-FRANCHISE APPLICATION UNTIL NEXT FRIDAY AT 1:30 O'CLOCK.

IT IS SAID THAT SOME OF THE COUNCILMEN ARE PREPARED TO VOTE FOR THE LINE IN THE CENTER OF THE CITY AND PARALLEL THE TRACKS OF THE TRACTION COMPANY, BUT IT IS CERTAIN THAT SUCH A FRANCHISE WILL NOT BE OFFERED FOR SALE WITHOUT A GREAT DEAL OF OPPOSITION FROM CERTAIN MEMBERS OF THE COUNCIL, WHO ARE, HOWEVER, NOT READY TO DECLARE THEMSELVES.

IT WAS DISCOVERED YESTERDAY THAT THE LOS ANGELES-PACIFIC COMPANY IS THE ONE THAT INADVERTENTLY FILED A FRANCHISE APPLICATION. MARK WITHIN THE APPLICATION BEARS THE NAME OF GEN. M. H. SHERMAN, PRESIDENT OF THE COMPANY. IT WAS NOT CONSIDERED YESTERDAY. THE ROUTE IS AS FOLLOWS: COMMENCING AT THE INTERSECTION OF HILL AND TENTH STREETS AND RUNNING SOUTH ON HILL STREET TO ELEVENTH STREET; COMMENCING AT THE INTERSECTION OF GEORGE AND SIXTEENTH STREETS AND RUNNING WEST ON SIXTEENTH STREET TO ROSEDALE CENTER; TURNING AT THE EAST LINE OF ROSEDALE CENTER; TURNING AT THE EAST END OF SCHUMACHER STREET, AND RUNNING ALONG SCHUMACHER STREET TO JASMINNE STREET.

IT WAS DECIDED TO RECOMMEND THE APPROVAL OF A FRANCHISE ON VERNON AVENUE FROM SAN JACINTO AVENUE TO SAN BERNARDINO STREET. THIS IS THE STRETCH OF STREET OVER WHICH THERE HAS BEEN SOME CONTENTION BETWEEN THE TRACTION AND LOS ANGELES RAILWAY COMPANIES.

THE LOS ANGELES RAILWAY COMPANY WAS GRANTED A STEAM-RAILROAD FRANCHISE OVER VERNON AVENUE BY THE COUNCIL, AND THEN THE LOS ANGELES RAILWAY COMPANY ALLEGED THAT A WATER BOND WAS ISSUED TO THE TRACTION COMPANY AT THE SESSION OF THE COUNCIL ON MARCH 1.

NO CONSIDERATION WAS GIVEN TO THE PARSONS FRANCHISE, AND NO ONE APPEARED BEFORE THE BOARD TO ADVOCATE OFFERING IT FOR SALE. THE ROUTE IS PRACTICALLY COVERED BY THE APPLICATION OF THE PACIFIC ELECTRIC RAILWAY COMPANY, WHICH HAS BEEN GRANTED BY THE COUNCIL.

PROCEEDINGS FOR THE IMPROVEMENT OF GRAND AVENUE WERE STAYED, PENDING THE ACTION OF THE RAILROAD COMPANY.

THE BOARD WILL REPORT TO THE COUNCIL ON MONDAY WITH REFERENCE TO ABOUT SIXTY PETITIONS FOR STREET IMPROVEMENTS WHICH WERE CONSIDERED YESTERDAY.

THE FIRE COMMISSION.

BURNS TO BE ACTING CHIEF.

"Is the homestead entirely enclosed?" asked Attorney Hunsaker.

"Yes, sir," replied the witness, "all around, in high fence, and sentries stationed everywhere."

After Mr. Uley had been cross-examined by Attorney McKinley, J. E. O'Brien, a business man of San Diego, next told of a visit he had taken with Bohn. He had been on the other occasion. The children were seen that day while out walking with their mother. So glad was the eldest boy to see his father that he climbed up into the carriage. Mrs. Bohn had refused him an invitation to go riding that day, and told him, moreover, that she would never do so.

Miss Tingley informed Bohn at that time, stated the witness, that she positively was not responsible for his getting his children.

Witness also related other occasions when he had accompanied Bohn to the "spook rest" and to places in San Diego for the purpose of seeing his children. Sometimes the father was successful; sometimes not.

At this juncture court adjourned until 10 o'clock this morning.

WATSON FREE.

JURY ACQUITS HIM.

Allan Watson, the young colored man, charged with involuntary man-

## SECRETARY FIERCE OF POINT LOMA.

Grace G. Bohn, who denies that she is forcibly detaining her little boys under the influence of Madame Tingley at Point Loma, and yesterday until past noon the husband, John J. Bohn of Chicago, editor of the Hotel World, published in the Windy City, was taking exception to her numerous allegations and asking the court to eliminate certain material. The Bohns were in the hands of Mrs. Hunsaker while the opposition was conducted by J. W. McKinley, Esq., who contended that habens corpus was not the proper proceeding in the premises.

Judge Shaw after dinner ruled otherwise. In behalf of the husband Attorney Hunsaker made the proposition, however, to allow the whole question of the children's custody to be settled in Chicago where Mrs. Bohn has just recently been divorced.

Both sides agreed to this arrangement until Capt. Strohm is able to resume his duties or some other arrangement is made.

Burns is an energetic and able fire chief, who serves as secretary of the department, with the rank of captain. Many of his friends have urged his appointment as assistant chief, but Burns has never personally sought the position.

By some it is urged that he is too young to receive an assistant chief's position of such great responsibility.

Burns now has a chance to show what he can do as temporary head of the department. "Uncle Jake" Kuhrt, who is the first chief, will keep a watchful eye on the department until the chief resumes his duties.

ANNUAL REPORT FILED.

Owing to the illness of the chief, Secretary



## THE CITY IN BRIEF.

## AT THE THEATERS.

BURBANK—At the Old Cross Roads. ORPHEUM—Vanderbilt.

## NEWS AND BUSINESS.

## Grand Jury Session.

The United States grand jury was in secret session yesterday. It is understood that some important cases are being considered.

## Chief Strohm Improving.

Fire Chief Strohm, who was injured a few days ago by a fall from a ladder, is improving gradually, and it is thought his complete recovery will be a matter of but a short time.

## Whittier Trusted Here.

The board of trustees of the Whittier State School, in special session yesterday afternoon at the Hollenbeck, to examine samples of supplies, as submitted by different bidders. It is customary to purchase at this season clothing and food stuffs for one year.

## Sixty Days for Ryan.

Sailor Ryan was sentenced to \$60 or sixty days in Justice Austin's court yesterday for disturbing the peace by parading up and down Main street with the now famous boycotting banner being the "Original Mug" saloon. The case has been appealed to the Superior Court.

## Appointed Aide-de-Camp.

Post Commander W. S. Daubenspeck of Stanton Post, No. 55, G.A.R., this city, has received a letter from Adj't Gen. S. H. Tower, Minneapolis, notifying him of his appointment as aide-de-camp to Gen. Bill S. Torrance, Commanding-in-Chief of the Grand Army of the Republic.

## Ball-bearing Turntable.

The new turntable of the Salt Lake road at the site of the proposed roundhouse near Fourth street is in place and all adjustments are nearly completed. The table is sixty-five feet in length and of the latest design, turning on ball bearings. The freighthouse at Alameda is completed and will soon be in use. The company has 155 cars loaded with rails en route to Los Angeles.

## Williams Memorial Service.

The Executive Committee of the County Sunday-school Association is arranging for a service to be held to the memory of the late J. A. Williams, president of the association, to be held on the First Methodist Episcopal Church Sunday afternoon, December 22. Arrangements will be completed at a meeting of superintendents, to be held at the Y. M. C. A. on Monday evening.

## "Vistas de Los Angeles."

An attractive folder with the above title has been published by Drew & Morris, 210 S. Spring, and 400 S. Broadway. It contains over two dozen pretty Los Angeles views, including two large panoramic, and a list of the points of interest in the city and vicinity. It will be instructive for reaching them. The little folder, which is for free distribution, will be of special interest to visitors.

## Church and Divorce.

All the Christian Endeavor societies of the city will join in a rally at the First Presbyterian Church, corner of Figueroa and Twentieth streets, tomorrow afternoon at 4 o'clock. Rev. Charles S. St. John, pastor of the Central Presbyterian Church, will speak on "The Relation of the Church to Divorce." The programme will include a Scripture reading by Rev. Philip D. Ward, prayer by Rev. Aquilla Webb, devotional exercises and a fifteen-minute song service.

## Arcanum Officers.

Sum Council, Royal Arcanum, elected the following officers on Thursday night: H. Zander, Past High Priest representative to the Grand Council; Theodore Grumbkow, Alternate; George E. Launders, Regent; R. E. Ford, Vice-Regent; H. Greenwald, Orator; Dr. C. F. Smith, Secretary; Robert Shorten, Col. S. G. Green, Grand Chaplain; George Millard, Chaplain; F. C. Health Guide; W. S. Farrington, Warden; Dr. S. H. Boynton, Sentry; Theodore Grumbach, Trustee, for three years.

## Schools' Vacation.

The public schools of the city closed yesterday for a two weeks' vacation. At each school particular and Christmas exercises were given. The schools, and at the Sand-street school there was a flag-raising, to which the members of the Board of Education were invited. Monday morning at 9:30 o'clock the Teachers' Institute will convene in the High School auditorium. The meetings will be continuing until Wednesday, when the institute will adjourn to meet with the all-Southern California association in Simpson Auditorium. Saved His Arm Off.

Martin Lewis, 22 years of age, lost an arm by the buzz-saw route yesterday afternoon at the San Pedro Planing Mill. He was passing a plank through the saw, when his sleeve caught and his arm was drawn straight through the saw. The bone was cleanly severed, the arm entering in the middle of the forearm, passing across the elbow joint and out above. The youth was given temporary attention and was struck to Los Angeles, where the 5 o'clock train was taken to the Sisters' Hospital. He is without relatives and will be cared for by the Longshoremen's Union, of which he is a member.

## Trial of Trivial Accidents.

J. L. Morey of No. 1232 Mission road, a laborer in the employ of the city, while working at a paving job, one day was caught in a paving bank and pinned between the falling gravel and a wagon which he was loading. His only injuries were some severe cuts about the right eye, which were dressed at the hospital, and a 100-pound drill which he was moving 200 pounds fell on and crushed the middle finger of the right hand of C. M. Smith, an express driver whose home is at No. 629 Mimosa street. George Carter, a 14-year-old boy, who lives at No. 415 7th street, was struck in the top of the head with a baseball bat which was in the hands of a companion with whom he was playing yesterday. The injury was slight.

## BREVITIES.

Send donations of out-of-clothing, furniture or food supplies to the Good Samaritan department of the Bethelmen Institutional Church. Vigil and Memorial Mass will be celebrated at 10 a.m. and will call. Office hours during summer months 11 to 12 daily.

Sale today—Owing to the success of my removal sale and the appreciation shown, I will add many handsome swell hats to the number, to be had for sale up to \$15.00 for today only.

Miss A. Clark, Maison Nouvelle, 214 S. Broadway.

At the First Methodist Episcopal Church tomorrow, Rev. Dr. Cantine will preach in the morning on the theme that God is Good. In the evening Rev. George A. Hough will speak on "A Lesson From Life."

Rev. Dr. Geo. Thom Dowling will preach in Christ Episcopal Church at 11 o'clock Sunday morning on "Thirty Years Behind the Pulpit." Both University and Pico Heights care pass the door.

Doll's Department Store, Woman's Club House, 340 S. Figueroa st., Satu-

day, December 14, 1901; admission, children, 10c; adults, 25c; lunch à la carte, dinner à la carte, \$1.

Given away, handsome 1902 calendar with every package of laundry left at Troy Laundry, 204 W. Main street, or at room 718, 225 N. Main.

All those who have made reservations on Mexican Excursion should call and accept same before Monday noon or same will be canceled.

Red Albumen—The first shipment was all cleared out. Another shipment just arrived from the Angeles Incubator Co., 215 S. Main.

special offer. Fine cabinet photos reduced. \$1.25 doz. Sunbeam, 226 S. Main.

Clan MacKenzie; finest Scotch. Goldschmidt Bros., 316 N. Main, Los Angeles.

At the last meeting of the West Vernon Child Study Circle Miss Natalie Metcalf rendered Gustave Lange's beautiful "Flower Song" in a way that won her applause and a vote of thanks.

There are undelivered telegrams at the Western Union telegraph office for O. B. W. Wadsworth, W. H. S. S. C. Hurst of Indianapolis, J. H. S. S. Mrs. Rose Schlegel, Joe Frey (2) Mrs. Mrs. Maude, R. M. Crackles, Ethel D. Brooks.

## PERSONAL.

Dr. Edward H. Leary of New York is at the Van Nys.

F. H. Edmonds and wife of Honolulu are guests at the Natick.

Judge N. Blackstock of Ventura is staying at the Hollebeck.

J. D. Houston and wife of San Antonio are visitors at the Van Nys.

M. W. Glenn and wife, tourists from Seattle, are at the Westminster.

William Cunningham, a St. Louis insurance agent, is quartered at the Natick.

Ludwig Stein, a large clothier of New York, arrived at the Van Nys yesterday.

Parker N. Black, a New York mining engineer, is a guest at the Hollenbeck.

E. J. Fleming, ex-City Attorney of Pomona, is at the Ramona with his wife.

Ex-Congressman M. Cannon of Ventura county is at the Natick with his family.

J. C. Rogers, a member of the Chicago Stock Exchange, is at the Westminster.

Thomas Christman, a stock raiser of Ventura, is spending a few days at the Natick.

John B. Gibson, a wholesale candy manufacturer of Chicago, is a visitor at the Natick.

R. F. Gossman of the Chicago Board of Trade is making a short stay at the Westminster.

E. S. Blair of San Francisco, Pacific Coast agent for the Great Northern Railroad, is at the Natick.

B. Gordon and family are tourists registered at the Van Nys Broadway.

M. A. Kent and wife of Montpelier, Vt., are spending some time at the Ramona.

J. W. Burson, an oil man of Fullerton and owner of ranch property around Whittier, is at the Ramona on a business trip.

J. C. Conklin, of Oakwood, who is erecting in that city a plant for the manufacture of gas from crude petroleum, registered at the Natick yesterday.

W. S. Libby and daughter, visitors from New London, Me., have apartments at the Van Nys. Mr. Libby is an extensive manufacturer of textiles.

Edward H. Benjamin, secretary of the California Miners' Association of San Francisco, was a visitor in this city yesterday, and while here joined the Southwest Miners' Association. He is on his way to Mexico to examine mining properties.

Alex McCone, of San Francisco, one of the men which recently bought the mining machine business of the Park and Lacy Company of that city, was a visitor at the Southwest Miners' Association yesterday. He is formerly a mining man of Virginia City, Nev.

MARRIAGE LICENSES.

The following marriage licenses were issued yesterday from the office of the County Clerk:

Walter P. Swinton, aged 38, a native of England, and Minnie W. Reimers, aged 24, a native of Germany; both residents of Los Angeles.

Richard J. C. F. Burmeister, aged 23, a native of Germany, and a resident of Anaheim, and Mary Usher, aged 27, a native of Missouri, and a resident of Los Angeles.

John Corrals, aged 22, a native of California and a resident of Los Angeles, and Nellie Mapstead, aged 19, a native of California and a resident of San Bernardino.

Lloyd R. Taylor, aged 22, a native of Ohio, and Clara M. Leonard, aged 16, a native of California; both residents of Los Angeles.

Llewellyn D. Carter, aged 38, a native of Ohio, and a resident of Los Angeles, and Ada Parker, aged 24, a native of England, and a resident of Pasadena.

John R. Raberlietti, aged 46, a native of Italy, and Rossa Costilone, aged 38, a native of Italy; both residents of Los Angeles.

Morris Goldenson, aged 24, a native of New York, and Anna Shallow, aged 20, a native of Poland; both residents of Los Angeles.

BIRTH RECORD.

WHITE—To Mr. and Mrs. Dock White, No. 425 South street, twin sons. Mother and wife.

DEATH RECORD.

STEVENS—Near Stockton, Cal., December 11, 1901. John F. Steele, a native of Colorado, aged 37 years. Funeral services to be held at the home of his widow, Mrs. A. Ritter. Friends invited. By order of M. A. WERNER, N. G. H. S. BROWN, R. S.

LAESON—Transfer Co.

W. H. Sutich, Undertaker.

W. H. Sutich, Undertaker.

W. H. Sutich, Undertaker.

The Only Lady Undertaker.

With Orr & Hines Co., has charge of all ladies and children entrusted to their care. 605 South Broadway. Tel. M. 22 a.m.

For Hollywood Cemetery.

Take Calvary cars. Office, 220 Laemmle Bldg.

John R. Paul, Funeral Director.

Private ambulance. Tel. East 21. Tel. Flores 12.

The Best Crematory in the State.

Just finished at Evergreen. Chapel free.

Fashion Stables.

Just received a carload of new fashions; also ladies' hats.

For Durability, Economy in Fashions.

Yesterdays, Yesterdays.

Traveling bags, toilet cases, leather goods of all kinds, at lowest prices. G. U. Whitney's Trunk Factory. No. 225 South First street. Telephone Main 131.

Trunk Dress-suit Cases.

Traveling bags, toilet cases, leather goods of all kinds, at lowest prices. G. U. Whitney's Trunk Factory. No. 225 South First street.

G. U. WHITNEY'S TRUNK COMPANY.

1000 TRUNKS, TRAVELING BAGS, TOILET CASES, ETC.

1000 TRUNKS, TRAVELING BAGS, TOILET CASES, ETC.